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NORTHERN PACIFIC

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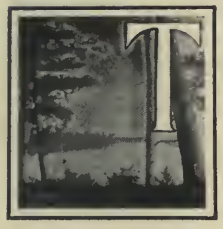
A GLIMPSE OF ST. PAUL. A MINNEAPOLIS THOROUGHFARE. MINNESOTA'S NOTED CAPITOL.

OVER THE SCENIC HIGHWAY



HE map herein of "The Scenic Highway Through the Land of Fortune" (on pages 10 and 11) will serve to give some idea of the productive and prosperous territory through which this giant system extends; the great states of Minnesota, Wisconsin, North Dakota, Montana, Idaho, Washington and Oregon. The Northern Pacific Railway has over 6,000 miles of main and branch lines in these states. It operates daily through trains from Chicago via St. Paul-Minneapolis, and from St. Louis via Billings to the North Pacific Coast, in addition to several daily through trains between St. Paul, Minneapolis, Duluth, Superior and Puget Sound and Portland.

St. Paul and Minneapolis: The "Twin Cities"

Approaching Saint Paul from any direction the visitor's attention is inevitably attracted by the great white dome of the Minnesota State Capitol, a building which, for beautiful architecture, elegance of design, and impressive appearance, is scarcely surpassed by even the National Capitol at Washington. The structure cost five millions of dollars and was thirteen years under construction. In the decoration of its magnificent interior the builders drew on every quarter of the world, and upon the talent of the greatest masters of American art. The Governor's reception room is perhaps one of the most beautiful of its kind in the United States. The dome, which is of exceeding lightness and grace, rises two hundred and twenty feet in height and is constructed independently of the main building. Above the roof line it is of solid marble. The length of the building from East to West measures four hundred and thirty-three feet.

St. Paul and Minneapolis are cities of factories and mills, great wholesale houses and immense retail stores. On every hand are evidences of prosperity and progressiveness. Their public buildings and homes are particularly noticeable for their luxury and beauty. They are two of the most picturesque cities in the United States, and the center of many interesting trolley and automobile trips. One of these favorite rides between St. Paul and Minneapolis is by way of Fort Snelling and Minnehaha Falls and Park. Historic Old Fort Snelling, in the early days of Minnesota, was the theater of many a stirring scene when the white and red man were struggling for supremacy. It is beautifully situated on the high, rocky cliffs at the junction of the Mississippi and Minnesota rivers in the Government reservation of over two thousand three hundred acres, and from this commanding position the beauty of the landscape, as far as the eye can reach, is indescribable. It is now one of the most important military posts and there are seldom less than fifteen hundred soldiers in garrison.

From Fort Snelling it is but a short ride to Minnehaha Falls and Park. These falls are immortalized by Longfellow in "Hiawatha." No cascade has ever been more celebrated in poetry and none claims a surer charm for the visitor. The falls are about forty feet high, and the whole region about them has been made accessible by rustic paths and bridges.

Anoka, St. Cloud and Little Falls are prosperous manufacturing towns on the Mississippi river, and from the latter point a branch line leads westward.

Duluth-Superior: The "Twin Ports"

Duluth-Superior, at the western extremity of Lake Superior, are wonderfully interesting cities. At the head of Great Lakes navigation and in a region noted for its iron ore and grain and flour production, these cities already form the third largest port in the world. The splendid harbor has forty-nine miles of water front, grain elevators have a storage capacity of 35,000,000 bushels of grain; coal docks will store 6,000,000 tons of coal, and from the

THROUGH THE FERTILE NORTHWEST

THE GREAT HARBOR OF DULUTH, MINNESOTA. SUPERIOR, WISCONSIN, IN THE DISTANCE.

enormous ore docks are shipped 18,000,000 or 20,000,000 tons of ore annually. Large ship-building plants are located here, and on the St. Louis river, a short distance above the harbor, the U. S. Steel Corporation is erecting a $10,000,000 steel plant.

The cities are admirably built, are modern in every respect, and rapidly growing. The aerial bridge at the harbor mouth and the serpentine boulevard along the Duluth Heights are objects of interest. Northern Pacific train service between the "Twin Ports," and the "Twin Cities" is of the best—three times daily—and double daily service is maintained between Duluth-Superior and Staples, the point where the lines from St. Paul and from Duluth merge into the through route to the Coast.

At Staples, also, branch line service for Fergus Falls, and a rich section thereabout, diverges, the branch leaving the main line at Wadena.

North Dakota Wheat Farms

Passing through the beautiful Lake Park region, with Perham, Frazee and Detroit as outing centers, we soon reach the Red River Valley. This great valley, from twenty-five to seventy miles wide, and more than three hundred miles long, was once the bed of a vast postglacial lake, to which scientific men have given the name Lake Agassiz. The lake existed for more than a thousand years, was almost seven hundred miles in length, and covered an area larger than Lakes Ontario, Erie, Huron, Michigan, and Superior combined. As there are almost no fences to be seen, the whole valley appears as one vast wheat field as far as the eye can range; in the early summer a sea of waving green, in later summer an ocean of mottled gold, in harvest time an army of reaping machines extending to the horizon. The valley is about half and half in Minnesota and North Dakota, the Red River being the dividing line between the states. This valley produces on an average from forty to sixty million bushels of wheat yearly, besides much flax, corn and other cereals. This vast grain section is traversed by a line of the Northern Pacific from Manitoba Junction to Winnipeg, Manitoba, which passes through the important cities of Crookston, Minn., and Grand Forks, Grafton, Drayton and Pembina, N. D.

Fargo, on the main line, is one of the principal cities of North Dakota, and a branch line extends therefrom southwest across a rich prairie region. From Casselton another line diverges southwestward. Just before reaching Casselton the trains pass through the large Dalrymple wheat farm of 21,000 acres. Valley City is a good town on the Sheyenne river, charmingly located. From Sanborn a branch line reaches northward. Jamestown, in the James River Valley, has branch lines extending both North and South, traversing the rich valley, and from McKenzie, near Bismarck, a line extends southward.

Crossing the Missouri river between Bismarck, the capital, and Mandan, on a mammoth steel bridge standing fifty feet above the high water mark, we pass through a good grazing and agricultural country that is very rapidly being settled and developed. From Mandan branch lines extend North and South along the Missouri River and up the Cannon Ball River, opening up new territory of great agricultural value. Important towns of promising future on the North line are Sanger and Stanton, and on the South, or Cannon Ball line, Gwyther, Flasher, Carson, Elgin, New Leipzig, and Mott. The latter is the county seat of Hettinger County, has a population of several hundred, a paper, bank, hotels and is a growing and vigorous young town with excellent prospects.

New Salem, Glenullin, Hebron, Richardton, Gladstone, Dickinson, Belfield, Medora, Sentinel Butte, and Beach are towns and shipping points of importance in western North Dakota. Their phenomenal growth attests the productiveness of the country and the increase of industrial activity of this rich territory.

Valuable Dry Farming Lands

Estimates show that west of the Missouri River there are in excess of two hundred million acres of unoccupied dry land which never can be irrigated, owing to topographical conditions and lack of water supply. It is claimed that most or all of this acreage can be farmed successfully under the methods of moisture conservation and cultivation enforced by so-called dry-farming. It has been proved that with an annual rainfall of only seven and one-half inches, profitable crops may be raised by dry farming. At a conservative estimate these two hundred million acres of arid lands should be capable of supporting one million families, or five million people.

Picturesque Pyramid Park

At Medora we are in the heart of the famous Pyramid Park. Petrified tree stumps dot the landscape and an army of spires, bluffs, hills, buttes, and castled cliffs rise from the plain, garbed in striking colors that attract the eye. Reds and pinks are the predominant colors, but coal blacks, grays and drabs are blended with

NORTHERN PACIFIC SHOPS AND SANATORIUM AT BRAINERD, MINN.

them, causing fantastic effects. These hills, washed by the eternal rains, have been eroded into cones, pyramids, and squares, which are circumscribed by rugged, twisting ravines, gouged out by the torrential floods. Ancient coal beds have burned out, or in places are still burning. These plains and draws are covered with a most succulent grass that furnishes feed for thousands of cattle, and the gulches provide them with shelter.

Montana—Irrigation and Reclamation

Crossing into Montana, Wibaux and the rich grain section of the Golden Valley, of which Beach is the center, are reached. Formerly a valuable stock range, this plateau-like locality is now rapidly developing into a good grain region.

Until recently mining and stock-raising were the chief industries of Montana. Now, however, there are many fertile valleys where agriculture and fruit raising are showing marked success. With the advent of irrigation Montana entered upon a new era. Today various enterprises are being pushed with vigor and new work is being undertaken, both by the United States Government and by private capital. The largest Government projects are the Lower Yellowstone, north of Glendive, and the Huntley Project, near Billings, both covering rich lands of the Yellowstone Valley, and the Flathead Project in the Flathead Valley. In these Reclamation projects the government maintains free demonstration farms for the benefit of settlers.

At Glendive, Mont., we enter the Yellowstone Valley.

This little city has taken on an increased importance recently. The Government's Lower Yellowstone Reclamation Project, practically completed in 1911, lies in the valley just below Glendive, and 67,000 acres of land are in process of reclamation. The Northern Pacific has recently built a branch line from Glendive through these lands. New towns on this line are: Stipek, Intake, Savage, Crane, Sidney, all of which have promise of large growth and industrial development.

At Terry, east of Miles City, the country is rapidly being settled up, and the town is growing accordingly, and is a good example of what country settlement does for a well located town or city.

Miles City and Fort Keogh, about eighty miles west of Glendive, at the mouth of Tongue River, are in the heart of the old cattle and sheep country, which is now being rapidly changed into an agricultural one by dry farming and irrigation. Miles City is named after General Miles, the great Indian fighter, and is the county seat of Custer County.

The Tongue River Canal, near Miles City, was one of the first irrigation enterprises in Eastern Montana. It is about thirty miles in length, and will irrigate twelve thousand five hundred acres.

ST. LOUIS COUNTY COURT HOUSE AT DULUTH, MINN.
A MAGNIFICENT STRUCTURE, COSTING $1,000,000.

A GALLATIN VALLEY, MONTANA, CLOVER FIELD.

Values of lands served by this canal range from twenty-five to one hundred dollars an acre, with an annual maintenance charge for water that varies according to the nature of the crops under cultivation, but which, in all cases, is very low indeed. The possibilities of Irrigation and Dry Farming combined in Montana are so vast as to be difficult of comprehension. In round figures the Yellowstone River, for a distance of four hundred miles, runs through a country which needs but the application of water under irrigation, or the conservation methods of dry farming to render it one of the most fertile sections in the country. Taking also into account the valleys along the tributaries of this stream, which are capable of cultivation either by irrigation or dry farming, it is safe to figure in round numbers, a stretch of country four hundred miles in length by twenty miles in width, or approximately five million acres. According to good authority and including the Government Reclamation projects, it is safe to say there are in excess of 400,000 acres of land now under irrigation canals in Yellowstone Valley. An enormous acreage is also being brought under cultivation by dry farming methods. The principal crops raised are alfalfa, oats, corn, potatoes and wheat.

The Northern Pacific Railway, in connection with the Montana Experiment Station, is engaged in experimental work for the benefit of settlers, on dry farming lands at the following points in Northern Pacific territory: Wibaux, Circle, Terry, Huntley, Clyde Park, Twin Bridges, Helena, Drummond, Ronan.

The main line of the Northern Pacific follows the Yellowstone River from Glendive to Livingston, a distance of over three hundred and forty miles, affording the traveler one of the finest scenic river routes in the country.

Huntley Reclamation Project

The Huntley Reclamation Project, near Billings, in the heart of the Yellowstone Valley, was thrown open for settlement in 1907.

This government canal and its laterals irrigate about thirty-five thousand acres of land, formerly a part of the Crow Indian Reservation. The largest amount of land which one individual can take up is one hundred and sixty acres, and actual residence and improvement are required from those thus acquiring land from the government. The general plan adopted by the government in determining the proper charge to the settler for taking up reclaimed land, is to divide the cost of the canal by the number of acres reclaimed, and then charge the settlers with this amount, dividing it into ten equal annual payments, with no interest charge. As a general rule the expense is anywhere from twenty to forty dollars an acre. In the case of these Huntley lands the cost is $30.00 an acre, with an added charge of four dollars an acre to cover the amount paid to the Indians for their land. The payment of this $4.00 is divided as follows: one dollar an acre, payable when entry is made, and the remainder in four annual payments of seventy-five cents an acre, the first payment being due the second year after entry. The maintenance fee is about 60 cents an acre yearly. The entry and final proof fees are purely nominal. Potatoes, sugar beets, other vegetables, small fruits, alfalfa and grain are grown with great success on the Huntley project lands.

The town of Huntley, founded in 1907, at the time these lands were opened for settlement, already has a population of about three hundred. The Custer Battlefield, on the banks of the Little Big Horn river, where General Custer fought his last battle, June 25, 1876, and was completely routed by the Sioux and other Indians, is on the Crow Reservation, about sixty miles south from Huntley, and can be reached by a side trip on the Burlington Route.

Alfalfa and Sugar Beets

One of the principal crops in the Yellowstone Valley is alfalfa. Three and four crops of alfalfa are raised in the same year. It averages from six to eight tons an acre, and nets the farmer, on an average, $5.00 a ton in the stack, or from thirty to forty dollars an acre, and often even more. As the land costs not to exceed fifty dollars an acre, it is evident that this is a better return than eastern farmers ordinarily obtain.

The Beet Sugar industry in the Yellowstone Valley is also assuming large proportions. A $2,000,000 beet sugar plant of 1,800 tons daily capacity is in operation at Billings, Mont., and the acreare given to sugar beets is about 20,000 yearly.

Billings

Billings, the commercial center of the entire Yellowstone Valley, is a thriving city of more than 10,000 population, located at the Junction of the Northern Pacific and Burlington lines. It was

founded in 1882, and was named after Frederick Billings, at one time president of the Northern Pacific Railway. Billings has made phenomenal strides in the last ten years, and is a surprise to the average visitor expecting to see a raw pioneer town.

Montana ranks first in number of sheep raised. Everything is conducted on a big scale in this great state. Billings alone ships annually 8,000,000 pounds of wool, and other Yellowstone Valley towns ship proportionate quantities.

A two-forked branch line southwest from Billings and Laurel extends to Red Lodge, Fromberg, and Bridger. The mountains about these towns are full of a good quality of bituminous coal. Red Lodge is a thriving little city of nearly 5,000 population.

All the hardier fruits such as apples, pears, peaches and plums are successfully raised in the irrigated districts of Montana. The McIntosh Red and Wealthy are varieties of apples particularly congenial to eastern Montana soil and climate, as may be seen at Fromberg and Bridger in the Clark's Fork Valley of the Yellowstone.

Mountain Scenery

The snow covered range of the Crazy Mountains is seen to the north as the train approaches Big Timber and Columbus. Springdale is the railway station for Hunter's Hot Springs, two miles distant, a hot springs sanatorium well known throughout the Northwest. A new mission-style hotel, the "Dakota," provides modern accommodations, while outdoor sports and the medicinal properties of the water attract visitors from near and far.

South of the line, the Snowy Range is seen. This range extends into Yellowstone Park—where it becomes the Absaroka Range—more than fifty miles distant. Yellowstone Lake in the Park is fed entirely from the springs and snow drifts of the Absaroka and other sub-ranges of the Rockies. As the lake has its outlet through the Yellowstone River, which latter furnishes the water supply for the irrigation canals, these ranges are of particular interest to Montana agriculturists. From Livingston, where the river turns directly east and the point where tourists for Yellowstone Park leave the main line, "Old Baldy," a prominent peak of the Snowy range, is seen.

Yellowstone Park

The Yellowstone Park line extends south from Livingston to Gardiner, the northern and original entrance, at the northern boundary of the Park, the most renowned pleasure ground in the world. The Park is fully described and pictured in Northern Pacific literature to be had for the asking (see page 18).

One of the finest peaks in the Rocky Mountains is Emigrant Peak, on the Park line, almost 11,000 feet high, rugged and snow-capped.

North from Livingston lies the rich Shields River Valley, recently opened by a new line of the Northern Pacific extending up the valley through Chadbourn, Clyde Park and Shields to Wilsall.

The Gallatin Valley

The mountains are first crossed by the Northern Pacific between Livingston and Bozeman at the very point where Lewis and Clark crossed them, in 1806, when returning from the mouth of the Columbia river. Winding down through Rocky Canyon, the Gallatin Valley is reached at Bozeman.

Bozeman is a progressive city, as is to be expected of a place so ideally situated. It is the seat of the Montana Agricultural College and Experiment Station, and is the central point of a very large and rich mountain-walled valley, where grains and grasses grow luxuriantly. Belgrade and Manhattan are other important shipping points. The surrounding mountains, many of which are snow-clad the year around, add greatly to the beauty of the scene. There are several large irrigation canals in this valley. It is famous for its fine Saale barley, which yields very abundantly, and the product is of the finest quality. On the bench lands above the irrigation canals, "dry farming" is successfully carried on, wheat yielding from fifteen to forty bushels an acre.

In the lower part of the Gallatin Valley there are large deposits of raw cement.

Some of the finest scenery in Montana is found in the mountains around Bozeman. For those desiring to camp out during the summer for health and pleasure, and in a region where hunting and fishing are abundant, no better locality can be found, taking Boze-

ONE OF NORTH DAKOTA'S PRODUCTIVE FARMS.

NEW COURT HOUSE, MISSOULA, MONT.

STATE NORMAL SCHOOL AT LEWISTON, IDAHO.

man as a center. The Commercial club at Bozeman will furnish definite information on request.

Leaving the Gallatin Valley at Logan, there is a choice of routes, via Helena and the Missouri, or Butte and the Jefferson, rivers.

No one familiar with the Missouri River in its most eastern courses would recognize the beautiful stream seen in Montana under this name as the same one.

Helena

Helena is the capital of Montana and the County Seat of Lewis and Clark county. It is one of the natural distributing and business centers of the state. The city has some fine public buildings, including the Capitol, Federal buildings, Court House, Public Library, Churches, Schools and Hospitals. Many of the business men, stockmen, wool growers and miners whose varied interests are in other parts of the state, make their homes here. There is considerable manufacturing, and the city is the center of one of the richest gold producing districts in the West.

Within a radius of twenty miles of Helena there is a large number of profitable gold producing mines. Hydraulic mining is one of the easiest and most profiable ways of extracting gold, and it has been a most important factor in the development of Montana.

From Helena, Northern Pacific branch lines reach these mining centers.

In the Rockies

The scenery in the Rockies between Logan and Butte is not surpassed by that of any mountain scenery in the country. The Northern Pacific follows the Jefferson River, named by Lewis and Clark in 1805 for President Jefferson. At Pipestone Springs, just at the foot of the mountains on the eastern side, are some very popular hot springs, affording delightful baths.

Between Logan and Butte, branch lines penetrate the rich mining sections and fertile agricultural valleys of the Jefferson and Beaverhead rivers and of other streams lying to the southward of the main line.

A view of the Rocky Mountains from the summit of the range always forms an interesting picture. The contrast between the warm, cultivated valleys and the high, scantily timbered peaks where the snows lie in secluded corners and ravines is very striking.

A characteristic mountain scene near Butte, is that of the Silver Bow Valley. The valley close to the mountains is decidedly picturesque, particularly as seen from Northern Pacific trains rounding the mountains into Butte.

Butte and Anaconda

Butte and Anaconda, Montana, may properly be called the Hub of the Copper Industry. They are situated on the west slope of the main range of the Rocky Mountains, and Butte is the most populous city in Montana, having a population of about 40,000. Within a radius of one and one-half miles from the Court House of Butte is produced more copper ore than in any other district in the world. The city produces 17 per cent of the entire copper output of the world. Besides supplying ore for the smelters located in Butte and Anaconda, the ore from Butte mines is shipped to smelters at other points. Every day fifteen thousand tons of ore are hoisted from beneath the surface of the city. Butte is a modern city in every respect. There are over ten thousand miners and the minimum wage is $3.75 a day. The pay-roll of the corporations alone amounts to about $1,000,000 a month, much of which is kept in circulation in Butte, as the American miner lives well.

Reached from Butte are the Boulder Hot Springs, near Boulder, Mont. These well known springs have recently been greatly enlarged and improved at a very heavy expenditure and are now in a class with similar eastern resorts.

The Bitter Root Valley

The ride from either Helena or Butte, to Missoula, about a hundred and twenty miles west, is one long to be remembered. The two lines, diverging at Logan, again converge at Garrison, and from that point follow the Hellgate River and Canyon for a distance of about seventy miles, over a splendid stretch of double-track, to Missoula. The ride through this canyon is one of the most interesting to be found in the Rockies. From Missoula, the seat of the State University, the well known Bitter Root Valley stretches southward for a hundred miles, protected on the west by the Bitter Root Range of the Rockies. The valley is equally adapted to fruit raising, diversified farming, stock raising, dairying. At least seventy thousand acres are under cultivation through irrigation, the canals being already completed or nearing completion. The valley is traversed by a branch line of the Northern Pacific extending through Florence, Stevensville, Victor and Hamilton to Darby, a distance of 64 miles. The irrigated orchard tracts of the Bitter Root Valley are being rapidly taken up and developed by a most excellent class of people, largely from the Eastern Middle West.

Bitter Root Valley apples, the McIntosh Red, Jonathan, Gano, Wagener, etc., are known the country over and are shipped in large quantities to the eastern and other markets annually. Cauliflower

and celery of particular excellence are grown in this valley of varied fruit, grain and vegetable products.

A Northern Pacific line follows down the Missoula River from Missoula and DeSmet to Paradise via St. Regis, where it again rejoins the main line over the mountains. A branch from this line extends to Wallace and Burke in the rich Coeur d'Alene mining region.

The Flathead Country

The Flathead Indian Reservation was thrown open to settlement during the summer of 1909. The reservation embraced about a million and a half acres, fairly well divided into agricultural and mountainous land. Nearly three thousand 80-acre homesteads were reserved for the Indians, who naturally had first choice, and who have farmed for many years. There remained, however, a large number of desirable homesteads open to settlers. The lands were disposed of by drawing, the principal registration point being Missoula, which is immediately south of the reservation and the metropolis of Western Montana.

The Flatheads have always been friendly to the whites and on terms of intimacy with them.

Portions of the Flathead reservation are specially adapted to stock raising, and cattle raising is destined to become one of the chief sources of revenue.

The Mission Range of the Rockies forms the eastern boundary of the Flathead Reservation, lying between Missoula and Flathead Lake. In its fastnesses lie great reservoirs of water for irrigation in the form of deep snow banks. There are waterfalls in the mountains 2,000 feet high and of surpassing grandeur.

The Mission Range is said to be the finest sub-range in the United States, and this region is claimed to equal, if not excel, Switzerland in the wild grandeur of its mountain scenery. The Government has recently established a National Bison range on the southern border of the reservation near Ravalli on the Northern Pacific main line. The railway skirts this bison reserve for several miles.

On the main line of the railway south of the Flathead Reservation is the valley of Horse Plains, and the town of Plains. The Horse Plains is a valley, mild and pleasing in character, and of such fine grazing capacity that it was formerly used by the Indians as a wintering place for their horses. It is now developing into a good fruit region.

Panhandle of Idaho

From Butte, Mont., to Hope, Idaho, except where the line crosses the mountains, the Northern Pacific follows a stream, which, under the names of Silver Bow, Deer Lodge, Hell Gate, Missoula, Clark Fork of the Columbia and Pend d'Oreille rivers, is one and the same stream from the mountains to the Columbia River. The route of the Northern Pacific is wholly between mountain ranges in Northern Montana and in Idaho, with a beautiful stream or lake alongside the track nearly all the way. The lateral mountain streams swarm with trout, and big game is found in the hills.

Approaching the Idaho line the Cabinet Mountains are seen to the north, and to the south are the Coeur d'Alene Mountains, which, with the Bitter Root Range, form the boundary between Montana and Idaho.

The Clark Fork of the Columbia, which the train follows for mile after mile, is a large and beautiful stream. It was named by Lewis and Clark, in 1805, Clark's River, the name being applied at the headwaters of the Bitter Root River, which stream should have retained the name.

The point where the Clark Fork of the Columbia River forces its passage through the Cabinet Range, is called Cabinet Gorge. The Gorge, on the north side of the track, is a wild, rocky place, and is visible from the train.

One of the most beautiful lakes in the western country is reached at Hope and Sand Point, Idaho. It is Lake Pend d'Oreille (pronounced Pondoray), surrounded by mountains which provide it with scenery of a high order, and there are numerous steamers and launches that ply its waters. It was named by the French explorers from its shape, which resembles that of the human ear. The lake is forty-five miles long, from two to twenty miles in width, is very deep and has many fine lake trout to tempt the angler. The road crosses the upper arm of the lake on a concrete bridge 4,769 feet long.

Beyond Lake Pend d'Oreille the railway winds through a timbered country, passing Cocolalla Lake, ensconced among the mountains, and then comes out upon the wide and attractive Spokane plain and soon Spokane is reached.

GATHERING THE CROP OF LUSCIOUS STRAWBERRIES—NETTING $250 TO $400 AN ACRE.

UPPER LEFT CORNER—BOZANTA TAVERN, HAYDEN LAKE, IDAHO.
UPPER RIGHT CORNER—SCENE ON SPIRIT LAKE, SHOWING POINT LOOKOUT.
LOWER LEFT CORNER—STEAMER ON COEUR D'ALENE LAKE.
LOWER RIGHT CORNER—BEAUTIFUL HAYDEN LAKE, IDAHO.

Spokane—The Inland Empire

The city is named from three separate water falls, the water power of which is 33,000 H. P., only about one-half of which is used at present. It was formerly known as Spokane Falls. The power generated is used for Spokane's trolley railway system, for lighting and manufacturing purposes, and it is even used in the Coeur d'Alene mining district forty miles southeast of the city. Spokane, population in 1910, 104,000, is the metropolis and commercial center of the Inland Empire, and railways and trolley lines penetrate the "empire" in all directions. It is a city of strikingly beautiful homes and substantial business blocks. The fruit crop of Spokane County is $3,000,000 annually. Lumber products in the Spokane region amount to millions of dollars, yearly, as does also the mineral production. Bank clearings in 1912 were $225,000,000; special improvements—sewers, paving, etc.—made, $1,445,000; net earnings of mines in Spokane country, 1912, were almost $5,400,000.

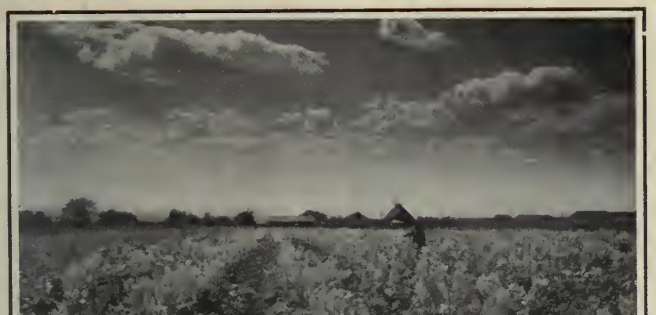
Eastern Washington and the Pan Handle of Northern Idaho possess wonderful fertility and depth of soil, mild winters and moderate summer temperatures. Diversified farming has made great progress in this region. Fruit raising and dairying are advancing with rapidity, and truck gardening is becoming quite general in the vicinity of Spokane. Not all of the ground needs irrigation. Much of the country about Spokane may be, and is, farmed by ordinary methods with only the natural rainfall.

The Columbia River Basin, which lies between the Bitter Root and Cascade mountains is known as the "Inland Empire." It comprises a part of Idaho, Eastern Washington, and Eastern Oregon, and is drained by the Columbia River and its tributaries. It equals, in area, all the New England States and New York, Pennsylvania, New Jersey and Maryland. It is, perhaps, unsurpassed by any similar section in variety and richness of resources. The rolling hills and mountains are formed of decomposed lava, caused by volcanic flows, and the erosion of ages has worked marvelous changes on the surface of the land, giving to the mountains strange and beautiful forms. The two greatest of these elevations constitute the Bitter Root and Cascade ranges. The great interior basin arrested the rains and rivers of generations, until it became a vast interior sea. In time the region was drained of its waters, and the sea bottom became an immense and fertile valley, draining into the ocean through the Spokane, Snake, and Columbia rivers.

The foundation of granitic sand and basaltic dust was covered by rich alluvium, forming a soil similar in many respects to that of the Nile, which has preserved its fertility through thousands of years. Wild grasses and vegetable matter sprang up, flourished, and decayed, through countless ages, forming a soil so prolific that today it yields the largest crops of grain and fruit, for its area, in the world. It is of a rich, dark brown, free from alkali and injurious salts.

Two very important sections of this great grain region are the "Big Bend," west, and the "Palouse Country," south, of Spokane.

While nature was thus enriching the valleys, giant forests were likewise growing, decaying and growing again on the mountains, until today they cover millions of acres containing billions of feet of the finest timber in the world.



A MAMMOTH FIELD OF RHUBARB IN THE WALLA WALLA VALLEY, WASHINGTON.

This is also a rich mineral belt. Large and valuable mineral deposits are found within its boundaries.

The Inland Empire produces annually over fifty million bushels of wheat; the finest apples in the world; peaches, prunes, apricots, nectarines, grapes, berries, melons, all grow to perfection; it enjoys the winters of the Southland and summers of the North; standing timber is estimated at two billion feet or more; the production of gold, silver, lead, copper, zinc, antimony, aluminum, platinum, molybdenum, mica, marble, granite and coal mines run into millions of dollars annually.

Walla Walla Valley

The Walla Walla country lies in the southern angle formed by the Snake and Columbia rivers. The country is a succession of plains and rolling hills of extremely fertile soil. The climate is dry, warm, and very healthful. The Blue Mountains form the southeastern boundary of the region, and add to its scenic character. Numerous streams drain and water the land. The Walla Walla region has long been known for its tremendous yields of grain. Large quantities of Walla Walla wheat are exported around "the Horn" to European ports. In the irrigated sections fruit is rapidly becoming the predominant crop, many hundreds of car loads being shipped out each year. Apples, peaches, cherries, prunes, grapes, and berries grow to perfection under small land holdings and intensive cultivation. Walla Walla fruit is on a par with that of other irrigated valleys. Vegetables grow luxuriantly, and Walla Walla asparagus, onions, potatoes, celery, and cabbage have "gilt edge" reputations. Asparagus is of particularly fine quality.

Walla Walla is a vigorous, progressive college and business city. It is the seat of Whitman college, a very prosperous institution. Other important towns are Dayton and Waitsburg.

The Northern Pacific connects these cities directly with Spokane, Seattle, Tacoma and Portland, and also with the east.

Lewiston-Clarkston-Clearwater Country

The Clearwater Country, lying South of the Palouse Country, embraces about fifteen million acres in the Northeastern corner of Oregon, Southeastern Washington, and Central Idaho. It is drained by the Snake, Clearwater, Grande Ronde, and Salmon rivers, and other tributaries of the greater Columbia. The country is a series of high plateaus cut by deep canyons, through which run the rivers. The bottom lands in the river valleys grow the choicest of fruits under irrigation, as also do many of the bench lands.

The Nez Perce and Camas prairies in this section grow wonderful crops of grass and grain. Vollmer, Cottonwood, Grangeville, Oro Fino, Kamiah and Stites are growing towns.

The towns of Lewiston, Idaho, and Clarkston, Washington, separated only by the Snake River, are known as the Twin Gateway cities. They are situated at the confluence of the Snake and Clearwater rivers, and together they constitute a natural commercial center. The opening of the Nez Perce Indian Reservation, some years ago, and the operations of large irrigation companies have further combined to enhance the value of this location. The Lewiston-Clarkston district is rapidly coming to the front as one of the great irrigated fruit sections. Here five and ten-acre orchards produce so abundantly as to afford independent incomes. Grapes of the European sorts grow luxuriantly, melons and small fruits grow to perfection. Lewiston, Idaho, has all modern conveniences, excellent rail and water transportation, a fine State Normal School, and it is the distributing point for a large and productive area. Over twenty million bushels of wheat are grown in the tributary country.

Clarkston, in Washington, is connected with Lewiston by a steel bridge across the Snake River. There are numerous fine residences and handsome cottages. No stores or shops are allowed on the residence streets. These thriving places are only about 750 feet above the sea level, insuring a mild and delightful climate the year around.

Holders of tickets reading via the Northern Pacific Railway between Billings, Mont., or points east, and North Yakima, Wash., or Fallbridge, Wash., and points west, may go from Spokane via Lewiston to Pasco or vice versa, without additional cost, as per tables of service shown in time table folder. Westbound this change of route can be made at Spokane city office or depot, and eastbound at Pasco, Wash.

The Yakima and Kittitas Valleys Perfected Irrigation

Irrigation in Washington is long past the experimental stage. In the Yakima and Kittitas valleys, on the eastern slope of the Cascade Range, the wonders of irrigation are most fully displayed. The valleys lie in the center of the State, west of the Columbia River, with North Yakima as the chief city of the Yakima, and Ellensburg as the chief city of the Kittitas. Here are hundreds of highly developed farms, averaging from ten to forty acres, each producing abundance of garden products, fruit of every character, alfalfa, live stock and hops.

ORCHARDS AT LEWISTON, IDAHO-CLARKSTON, WASH.

The Northern Pacific Railw

y and Subsidiary Lines.

$3,600 WAS CLEARED IN ONE SEASON FROM 700 OF THESE WASHINGTON HOGS.

"BLOSSOM" TIME ON A NORTHWESTERN FRUIT FARM.

Land in the valleys is an extremely valuable commodity. Its value is based largely upon the returns it makes to its owners. Profits from fruit lands range from three hundred to one thousand dollars an acre, as a common thing, and net returns far in excess of these figures are not uncommon among the better class of orchardists.

Homes in the Yakima Valley are but a few rods apart. They are well and luxuriantly furnished. Those living here enjoy all modern conveniences in one of the most genial climates in the world.

Schools and churches are scattered thickly through the community. The Yakima farmer enjoys the precious boon which the ordinary farmer is in most cases deprived of, namely, the close companionship of his fellowmen. This feature of life in this section is one of its great attractions. It renders impossible the usual depressing isolation and monotony of farm life in other sections, where the population to the square mile is about one to ten as compared with this part of Washington.

The city of North Yakima is a prosperous one. Electric street cars hum to and fro. A new and handsome station attests the importance of North Yakima as a Northern Pacific point. Surrounding the city is a very thickly settled farming community, much of which is practically within the city itself. The city is an important distributing point; has a large lumber mill, canning and box factories, a flour mill, foundries, artificial ice and cold storage plant, an eighty thousand dollar Y. M. C. A. building, $125,000 court house, a hospital and sanitarium, in addition to numerous smaller industries, several fine churches and many very fine residences, all the result of the valuable products of the soil.

West from the main Yakima Valley the railway follows the Yakima Canyon. Between the canyon and the mountains it passes through the beautiful Kittitas Valley, noted as a fine dairy, alfalfa and hay region, and fast developing into a splendid fruit section. The Kittitas, the upper continuation of the Yakima Valley, partakes of its fine character of climate and soil. Ellensburg is the center and "Capital" of the Kittitas Valley. It is a very progressive city, having recently completed extensive improvements in the way of electric street lighting and asphalt paving in the business section. It has a State Normal School and a fine High School building, besides several graded schools. The Northern Pacific station recently finished forms an attractive addition to a city already noticeable for its numerous modern business buildings and its beautiful homes.

The irrigation farmer is independent of the weather, and he has to face no crop failures in the Yakima-Kittitas valleys. There are no extremes of heat and cold. The hot period in the summer lasts not to exceed two or three weeks, and the nights are always cool. Cool winds blow from the snow and pine-clad mountains, making the summer delightful to the visitor, and healthful as well.

All root crops grow to perfection here. Yakima and Kittitas potatoes have a reputation of their own, bring the highest market prices, and are more profitable than wheat or oats, a common yield being six hundred bushels to the acre.

Hops can be produced at a cost of from seven to nine cents a pound, and they bring from eight to thirty cents a pound, depending on the market. One acre produces fifteen hundred to two thousand pounds.

Dairying is extensively followed on the irrigated lands in the Yakima and Kittitas valleys. The farmers find that timothy, clover, alfalfa and grain hay transformed into butter or cream and marketed in Spokane and the Puget Sound cities and Alaska, are extremely profitable.

Poultry raising, too, is a most profitable business in all sections of the northwestern country, and is followed with great success by both the older and younger generations in the valleys. Here again, the large cities of Spokane, Tacoma, Seattle, Portland and the mining camps of the region, and Alaska, afford good and stable markets.

Fruit, however, in its many varieties, is the chief and most valuable product of the Yakima-Kittitas region. The smaller fruits are very profitable under irrigation, yielding from one hundred and fifty to three hundred and even five hundred dollars an acre. The strawberries are of unusual size and very delicious. They yield, sometimes, prodigiously and are often raised between the rows of trees before the orchard comes into bearing.

This is an ideal grape country, the European varieties—Flame Tokay, etc., doing well in many localities. Grapes sell at from five to fifteen cents a pound, and yield from $200 to $800 an acre in value.

Cherries, pears, and peaches all produce abundantly and bring in from $100 to $1,000 an acre.

Apples are the strong feature of the Yakima-Kittitas country. While fruit orchards in the East and Middle West have steadily been growing less productive, the orchards in the Northwest, and particularly the apple orchards, excel in production. The Northwest produces the finest specimens of Spitzenbergs, Newtown Pippins, Rome Beauties, Baldwins, Winesaps, Jonathans, McIntosh Reds, Delicious, Grimes Golden, Winter Bananas and Ben Davis.

PORTLAND.

TACOMA.

SPOKANE.

SEATTLE.

They are shipped to all the populous centers of the East, to Europe, Australia, and the Orient.

The Cascade Range is a grand stretch of mountains, black with timber from the bottoms of the deep, precipitous gulches to the utmost limits of the divides and peaks. The railway crossing is made through the Stampede Tunnel, after which the train winds along the mountain sides and down the beautiful canyon of the Green River to tidewater at Seattle and Tacoma.

Seattle

Seattle is growing at a phenomenal rate and its population, in 1910, was nearly 240,000. It is the gateway to the Orient and practically controls the Alaskan trade, which amounts to millions of dollars annually.

Seattle's commercial growth has been remarkable. It has an enormous export and import business, its storage capacity on the water front exceeding a million tons.

Seattle is situated on Elliott Bay of Puget Sound, and has one of the finest harbors on the Pacific Coast. To the West, across the Sound, the Olympic Range shows its snow-capped peaks, and Mount Rainier (Tacoma), the King of the Cascades, is seen in the South.

Puget Sound and Its Cities

Puget Sound, beautiful at all times, is one of the most attractive bodies of water in the world, hemmed in as it is by lofty, snow-capped mountains. Many delightful side trips can be made from Seattle and Tacoma, among them trips to Everett, Bellingham, Victoria, Vancouver, Port Townsend, Port Angeles and Lake Crescent, Bremerton, the seat of the United States Naval Depot on the Northwest Coast, and Olympia, the "Pearl of Puget Sound" and the state capital, at the extreme southern end of Puget Sound and noted for its fine native oysters.

Everett, easily reached by rail or steamer from all parts of the Sound, is a large and growing city. It has a smelter, paper mill, and important wood working plants. It has a fine harbor near the mouth of the Snohomish River and is a sub-port of entry for the Puget Sound country.

Bellingham is situated on Bellingham Bay, is growing rapidly and is an important railway center. It has one of the best harbors on the Sound and is engaged in a large and varied manufacturing business. There are big saw mills here and a great tin can factory.

Vancouver and Victoria

Port Townsend is the seat of the Government Customs Service, and Victoria and Vancouver are beautiful Canadian cities to visit. Vancouver is a surprise to visitors in her air of progressiveness and thrift. Her population is 160,000. Vancouver is conveniently reached from Seattle, Tacoma and Puget Sound points via the Northern Pacific and its connections or by steamer. Victoria is reached by a few hours' steamer ride,—it is the capital of British Columbia, population, 40,000, ideally located at the southern extremity of Vancouver Island.

VICTORIA, B. C., THE CAPITAL CITY OF BRITISH COLUMBIA, BEAUTIFULLY SITUATED.

VANCOUVER, B. C., THE GREAT METROPOLIS OF THE CANADIAN NORTHWEST.

PRINCE RUPERT, B. C., THE NEW PACIFIC COAST TERMINAL OF THE GRAND TRUNK PACIFIC RY.

Moclips, a noted ocean beach and bathing resort in the beautiful Grays Harbor region, Lake Cushman, Lake Crescent, and Sol Duc Hot Springs, in the Olympic Mountains, are delightful vacation spots.

Aberdeen, Hoquiam, and Cosmopolis are important lumber shipping points in the Gray's Harbor region, and South Bend, in the Willapa Harbor country, is a growing town.

Tacoma

Tacoma overlooks Commencement Bay of Puget Sound, with Mt. Rainier, or Mount Tacoma, as it is called when viewed from Tacoma, forty miles distant, seemingly overtopping the city and forming one of the most remarkable views to be found the world over. Tacoma, besides being a delightfully located and beautiful city, is a great exporting point. It has large coal bunkers for loading vessels, and the warehouses along its water front are capable of holding over seven million bushels of wheat. Its lumber and woodworking industries are many, varied, and of notable importance, and its flour mills have an immense output. There is also a large smelter located here.

The city, laid out in 1873 on broad and generous lines, now has a population of about 85,000, and is one of the most beautiful cities in the country. It is a region rich in historic and scenic interest, and water and mountain resorts lie scattered in every direction.

Mount Rainier

Paradise Park, on the Southern Slope of Mt. Rainier (Tacoma), is in the midst of some of the most sublime scenery on the globe. Mountains, falls, glaciers, canyons, cliffs, snow fields, rushing streams, wide areas of living green and a most wonderful flora are found. It is scarcely possible to describe the beauty, variety, and absorbing interest of Paradise Park. It is a fine place for summer camping, or one may sojourn at the excellent hotel at Longmire Springs at the base of the mountain.

If the visitor is ambitious in the line of mountain climbing, the ascent of the mountain, 14,363 feet high, and the finest glacial peak in the United States, exclusive of Alaska, can be added to the program. To climb this snow covered mountain is a feat worth the efforts of mountaineers, and it is accomplished yearly by persons from all over the country.

Paradise Park is reached via the Tacoma Eastern Railroad to Ashford, thence via Government wagon road to Longmire Springs and the park. The trip is easily made, also, by automobile. The distance from Tacoma may be covered in a day, and there are some effective bits of water and forest scenery along the route.

Alaska Excursions

From Seattle all the year round regular steamer service is maintained to Prince Rupert, Wrangel, Juneau, Treadwell, Skagway, and other ports in Southeastern Alaska, via the Pacific Coast Steamship Co.'s steamers, with sailings every six or seven days. The Alaska Steamship Co.'s service via the "Southwestern Alaska route" to Caribou, White Horse, Dawson, Fort Yukon, Fairbanks, St. Michael and Nome, is operated twice a month. The Alaska Coast Co. operates steamer service to Juneau twice monthly. Through the summer months special excursion features are added, such as a trip to Taku Glacier en route. Boarding the steamer at Seattle one can make the entire round trip on the same boat, via the "Inside Passage," returning to Seattle in about eleven days. Round trip tickets are sold, including berths and meals. This is a grand sightseeing trip.

Prince Rupert

One of the side trips from Seattle or Vancouver well worth taking is that to Prince Rupert, the new Pacific Coast port in Northern British Columbia, the terminus of Canada's new transcontinental railway, the Grand Trunk Pacific.

Prince Rupert, although only a few years old, has a population of about 4,000, and its surroundings are of special interest to tourists.

Grand Trunk Pacific steamers "Prince Rupert" and "Prince George," among the finest on the Pacific Coast, sail twice a week from Seattle to Prince Rupert and Stewart, via Victoria and Vancouver. Side trips from Prince Rupert to Queen Charlotte Islands will also be made by Grand Trunk Pacific steamer "Prince Albert," and two hundred miles of the Skeena River, reputed the most beautiful river in the world, is regularly traversed by river steamers. Prince Rupert is on the regular route between Puget Sound and Alaska, being 700 miles north of Seattle and 550 from Vancouver, and within a day's sail of Skagway. Steamers of the Pacific Coast S. S. Co., also make the port of Prince Rupert regularly.

The North Coast Country

The North Pacific Coast country is heavily timbered. Its timber is its glory. Lumbering will continue to be for many years western Washington's greatest industry and source of wealth. A reliable estimate places the amount of standing timber on the Cascades in Western Washington at about two hundred billion feet. This consists of fir of several varieties, hemlock, cedar, yellow pine, spruce and larch.

The timber lands, where not mountainous, have, as a rule, a rich soil, which well repays the farmer for the labor of clearing the ground. The logged-off lands make good farming lands. These are being steadily occupied by settlers and are especially devoted to truck and dairy farming. The remarkable variety of resources offered by Washington, its peculiarly varied and healthful climate, its strikingly beautiful landscapes and snow-capped mountains, noble rivers, great estuaries of the sea, magnificent forests, charming lakes and prairies make it a region particularly attractive to all who seek new homes or investments in the great Northwest.

Between Tacoma and Portland, Ore., the railway traverses an interesting region. Olympia, the capital of Washington, Tenino, Centralia, and Chehalis are prosperous communities south of Tacoma in this region. After following the Cowlitz River Valley for many miles the line reaches the Columbia River, at Kalama. It then follows the east bank of the stream to Vancouver, Wash., a sightly city, the location of Fort Vancouver, and the headquarters of the Department of the Columbia, thence across the Columbia and Willamette rivers on two of the largest steel bridges in the world, into Portland, the beautiful Rose City of Oregon. This part of the Northern Pacific between the Sound and Portland is double tracked.

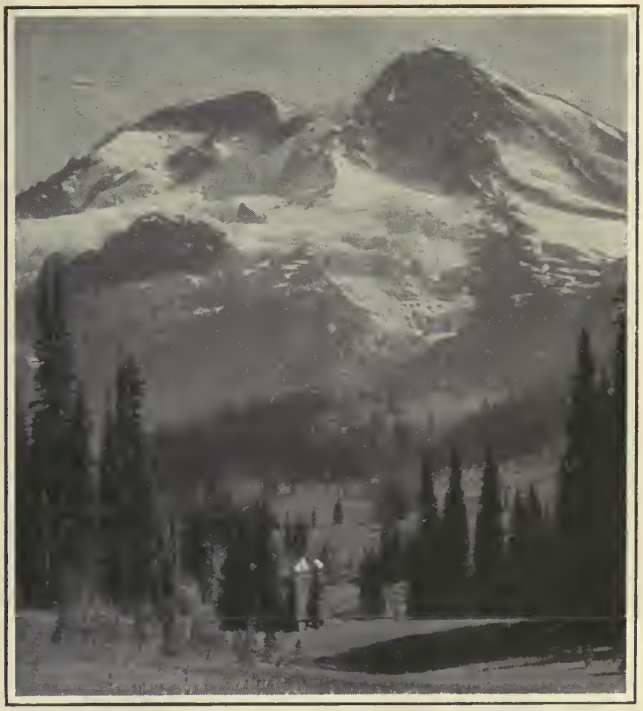
The "North Bank" Railway—The Columbia River

The new Spokane, Portland & Seattle Railway, the "North Bank" line, provides a short, direct and picturesque route between the East and Portland, via Spokane and Pasco. At the latter point the line crosses the Columbia River on the Northern Pacific bridge and then follows the north bank of the Columbia to Vancouver, Wash., and Portland.

The Columbia River is noted for its salmon fisheries. The annual salmon product of this and other coast streams is valued at about five million dollars. There are also many other fish taken, including sturgeon, shad, smelt, catfish, tomcod, black bass, herring, flounders, perch and carp.

The Columbia is far superior to the Hudson in its scenery. The great gorge of the Columbia reveals tremendous palisades and bluffs, magnificent forests, grand reaches of river, beautiful waterfalls hundreds of feet in height, besides the unique salmon fish wheels and the wonderful Cascades and Dalles. Celilo Falls—the Great Falls of Lewis and Clark—Rooster Rock, Cape Horn, Castle Rock and Multnomah Falls are a few of the wonders of nature to be seen on the ride from Kennewick to Vancouver, the old seat of power of the Hudson's Bay Company.

One of the most remarkable spots on the Columbia, scenically and historically, is The Dalles of the Columbia, which marks the present head of navigation from Portland.



MOUNT RAINIER (TACOMA), 14,363 FEET HIGH.

Near White Salmon, in the heart of the Cascade Range, the glory and beauty of the palisades, two to three thousand feet high, the waterfalls, cliffs and the timber crowned mountains are revealed in all their plenitude. Here at White Salmon and vicinity and at Hood River, Ore., on the opposite shore, are some of the finest apple orchards in the West. The region is also known for its luscious strawberries.

Goldendale, in the valley of the Klickitat River and reached by a branch line from Lyle, is the center of a rich grain and fruit region.

The Cascades of the Columbia, like The Dalles, is a noted spot historically and otherwise. Around the Cascades the Government has constructed a ship canal at a cost of $3,000,000. Fine river steamers pass through these locks daily.

Multnomah Fall, eight hundred and forty feet in height, is seen in all its beauty from "North Bank" line trains.

Portland—The Cascade Range

Portland, one of the terminals of the Northern Pacific, is a great railroad center, with a constantly increasing population. It is a wealthy city of broad streets, beautiful homes, imposing stores and public buildings, blooming roses and green lawns. It is situated on the Willamette River, twelve miles above its junction with the Columbia, and from a scenic point of view its location is unexcelled. The view from Council Crest, 1,200 feet above the city and reached by either electric cars or a delightful carriage drive, is especially fine. The Cascade Range in its green, wavy undulations rises to the east cleft by the mighty gorge of the Columbia. Here and there,

projecting high above the main range, stand Mt. Jefferson, Mt. Hood, Mt. Adams, Mt. St. Helens and Mt. Rainier (Tacoma) white, glittering, robed in ice and snow, and forming imperishable monuments of grandeur. In the foreground the city slopes down to the deep, currentless river, and then rises in easy grades to the foothills about Mt. Tabor and its adjacent elevations. Portland in recent years has been progressing at a marvelous rate. Its buildings and general city improvement operations have been on a large scale. It has many fine hotels. It has a Rose Festival in June of each year that is carried out on such a lavish scale and with such success that the city is now well known as the Rose City. This festival is one of the most attractive of the sort held in the United States.

Among the noteworthy sights from Portland is white-robed Mt. St. Helens, in plain view from almost any point in Portland, and a sight that once seen will never be forgotten. Just to the left of it the tip of Mt. Rainier (Tacoma) is visible. Another entrancing picture is that of Mt. Hood, which stands alone among the North Coast mountains. Each one has, indeed, its own distinct individuality. While not the largest, nor the highest, Mt. Hood is, to most persons, the most beautiful of all these giant glacial peaks, the one to which the word "grandeur" most appropriately applies; 11,225 feet in height, the picture it makes as seen from Portland at sunset is something that cannot be expressed in words.

Among interesting excursions from Portland are trips on the Columbia and Willamette rivers, and a trip by rail or river to Astoria, an interesting and historic city, and the many sea coast resorts near the mouth of the Columbia. There are several fine beaches where the bathing and recreation are equal to that of the same sort found elsewhere.

Oregon

Oregon is on the verge of a marvelous development. Increased railway construction is opening up new sections and stimulating old, settled villages. The Willamette Valley, south from Portland, contains 5,000,000 acres of fertile land and valuable water power. The Oregon Electric Railway provides up-to-date service between Portland, Salem, Forest Grove, McMinnville, Albany, Eugene, and intermediate points. Southern Oregon valleys and foothills raise apples and pears for export across the ocean and the acreage of orchards is rapidly increasing. Eastern and Central Oregon contain millions of acres of valuable lands in a mild and genial climate, awaiting only the completion of railway projects now under way. The mountains of Oregon are heavily timbered, and have deposits of gold and other minerals, and the streams provide vast water power. The new Oregon Trunk Railway, an affiliated line of the Northern Pacific, constructed up the Des Chutes River, penetrates a rich and productive region in the heart of the great state. This section of Oregon is well watered, lies at an elevation of from 2,000 to 5,000 feet, has a rich, fertile soil, is very productive, has several reclamation projects by irrigation and drainage, Government and private, under way, and is a fine livestock, grain, and fruit region. There are some important mineral belts, especially of gold.

See America First—is our final word. See Yellowstone Park and the Northwest. It is an education in itself, this trip through the "Land of Fortune," over the "Scenic Highway." If you are seeking a home, you will find none better than those in the marvelous states which the Northern Pacific traverses. Specific literature about any state or section will be furnished free upon request.

NORTHERN PACIFIC TRAIN SERVICE

THE Northern Pacific Railway operates four daily through electric lighted transcontinental passenger trains, including two daily through trains between Chicago and Portland and Puget Sound, and one between St. Louis and the North Pacific Coast. One through train from and to Chicago is operated over the Burlington Route between Chicago and St. Paul, and one is operated over the Chicago and Northwestern Line, via Milwaukee. The through train from and to St. Louis is operated over the Burlington Route between St. Louis and Billings.

Trains Nos. 1 and 2, The North Coast Limited, electric lighted, carry Pullman drawing room compartment sleeping cars, leather upholstered tourist sleeping cars, coaches and dining car, and observation library car with barber and bath, between Chicago and Puget Sound—Seattle-Tacoma; Pullman drawing room compartment sleeping car between Chicago and Portland, via Pasco and S. P. & S. Ry. These trains are operated over the Northwestern lines via Milwaukee between Chicago and St. Paul-Minneapolis;

1. CASTLE ROCK. 2. THE RAILROAD AND THE RIVER. 3. EASY CURVES—WELL BALLASTED.

thence via Northern Pacific to Spokane, Seattle and Tacoma, and via the S. P. & S., Spokane or Pasco to Portland.

Trains 3 and 4, Northern Pacific Express, carry through Pullman drawing-room and tourist sleeping cars, coaches and dining cars—entirely electric lighted—providing through service without change between Chicago and Puget Sound and Portland is operated via the Burlington line between Chicago and St. Paul-Minneapolis.

Trains 5 and 6, Pacific Coast Express, carry through electric-lighted drawing-room and tourist sleeping cars, coaches and dining cars between St. Paul-Minneapolis and the Pacific Coast. Connecting sleeping cars and coaches are operated from and to Duluth and Superior.

Trains 41 and 42, The Puget Sound Limited, carry drawing-room and tourist sleeping cars, reclining chair cars, coaches and dining cars—electric lighted—affording through service between St. Louis, Kansas City, Denver, Seattle and Tacoma, with direct connections at Spokane, to and from Portland.

The Northern Pacific was the first transcontinental railroad to light its trains with electricity, and without exception all of its main line trains are thus lighted today.

All through sleeping cars between the East and Portland are operated over the new Spokane, Portland & Seattle Railway between Spokane and Portland, along the North Bank of the Columbia River, a trip unsurpassed anywhere in point of scenic attractions.

The Northern Pacific also operates several interurban trains, of which are the Spokane Limited, which runs between Spokane and Seattle-Tacoma; the Evergreen State Limited, which runs between Seattle, Tacoma and Portland; the Portland-Seattle Special, which runs between Portland, Tacoma and Seattle; the Gray's Harbor Limited, which runs between Seattle, Tacoma, Olympia, Aberdeen and Hoquiam; the Lake Superior Limited, which runs between Minneapolis-St. Paul and Duluth-Superior, and the Manitoba Limited which runs between St. Paul-Minneapolis and Winnipeg. These trains all provide a la carte dining car service, are modernly equipped, and those which run by night are electric lighted and are provided with standard sleeping cars.

Summed up in five words the trains of the Northern Pacific provide "SERVICE THAT SETS THE PACE." For complete schedules and equipment of trains see red time-table folder.

NOTHERN PACIFIC DINING CAR SERVICE

SPECIAL attention is given to the dining car service, and many improvements have been made, including many new dining cars of special design. The run of dining cars is continuous between St. Paul-Minneapolis and the Coast, a feature which was for many years exclusive to the Northern Pacific, and which has always been appreciated by the traveling public.

This line is famous for its **Great Big Baked Potatoes,** eggs from its own poultry farm, Washington creamery butter put up in four separate wrappings of oil paper, whipped cream for coffee, milk in individual bottles, bread, cakes, French pastry, pies, and ice cream from its own bakeries at Seattle and St. Paul. The bread is wrapped in tissue until cut for the table. Bottled Spring Water (bottled at the springs at Detroit, Minnesota) is used exclusively.

Our poultry and dairy farm is located near Kent, Washington, is visible from the train and marked by a large sign-board. This farm has an area of over fifty acres and a flock of eleven thousand White Leghorn chickens, producing one hundred and fifty dozen eggs per day. A herd of over three hundred thoroughbred milch cows, supplies milk and cream.

The meat and fish served are the choicest afforded by the best markets and all meats are prepared for the dining cars in our own butcher shops at St. Paul and Seattle. No pains are spared to insure the highest quality of edibles, properly cooked and perfectly served. Our chefs and waiters are picked with great care and our dining car conductors are trained in caring for the wants of patrons. A corps of Dining Car Instructors maintains the highest degree of efficiency in the service. There is nothing finer than the N. P. diner.

NORTHERN PACIFIC "RESTAURANT DE LUXE."

LIST OF PUBLICATIONS

Of Interest to the Tourist, Traveler, Pleasure-Seeker, Homeseeker, Settler and Investor

Issued by the Northern Pacific Railway

THROUGH WONDERLAND — Six Cents
The most beautiful book on Yellowstone Park ever issued. It contains 72 pages, with 16 full page pictures in colors of the conspicuous attractions of the Park and a score of soft one-color halftone views. A book worth having and keeping—easily worth one dollar.

EASTWARD THROUGH THE STORIED NORTHWEST — Two Cents
Just from the press. A new illustrated folder telling of the trip from Southern California via the "Shasta-Northern Pacific" Route to Eastern Terminals. A very interesting story.

YELLOWSTONE PARK FOLDER — Free
Contains complete information about the Park tour, the stages, hotels, points of interest, distance tables and maps, list of geysers, etc. Everyone should have a copy.

ALONG THE SCENIC HIGHWAY — Four Cents
An elaborately illustrated publication containing 72 pages descriptive of the cities, towns and country along the Northern Pacific. Contains much valuable information and will serve as a "log book" of your trip. Handsomely illuminated cover and 50 illustrations in colors.

MINNESOTA LAKES — Free
A 52-page book describing the lakes and resorts in Minnesota, giving a list of same; also the hotels and stopping places and their rates. Contains considerable descriptive matter of the most popular fishing and camping resorts in Minnesota. Several maps; profusely illustrated.

SUMMER TRIPS TO NORTH PACIFIC COAST — Free
An illustrated folder telling of Northern Pacific service, the trip and points of attraction in the Northwest and on Puget Sound. Has complete list of hotels, with number of rooms and rates by day and week, in all Northern Pacific coast cities of importance, west of and including Spokane.

THE LAND OF GEYSERS — Two Cents
A booklet that describes, briefly, some of the wonderful and unique phenomena of Yellowstone Park. Splendidly illustrated in halftone, showing geysers, canyons, stage coaches, Old Faithful Inn, etc. This is far ahead of any previous edition, in every respect. Cover in handsome colors.

"THE MOUNTAIN THAT WAS GOD" — Fifty Cents
"THE GUARDIANS OF THE COLUMBIA"
Handsome booklets containing numerous beautiful color prints and halftone illustrations, the first describing Mt. Rainier (Tacoma) and vicinity, and the second the beauties of the majestic Columbia and the adjacent mountains.

TOURIST SLEEPING CAR PAMPHLET — Free
An illustrated pamphlet, telling about our Tourist Car Service. "Over the Scenic Highway in a Tourist Sleeping Car."

PANORAMIC YELLOWSTONE PARK PICTURE — Ten Cents
The Northern Pacific has a large Panoramic Picture, 48 inches long by 32 inches wide, and done in fifteen colors, that shows the topography of the Park, the location of the hotels, geyser basins, canyons, roads, lakes, and all features of the Park. Framed, it is ornamental as well as useful. For a limited time this picture will be sent upon receipt of ten cents to cover postage. This offer subject to withdrawal if supply is exhausted.

LOG OF THE NORTH COAST LIMITED — Free
A neat little time table folder of the "Crack Train of the Northwest," describing its equipment and a brief description of the country it traverses between Chicago and the North Pacific Coast.

DINING CAR SERVICE LEAFLET — Free
Showing samples of menus and giving some idea of the good things in store for Northern Pacific dining car patrons.

SOUVENIR POST CARDS — 25 Cents a Set
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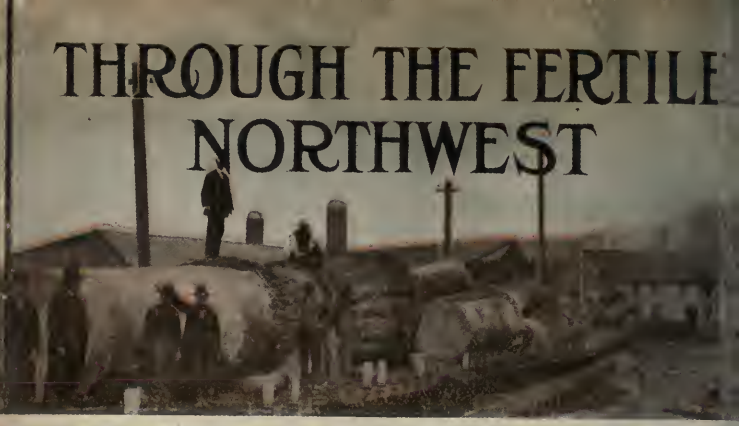

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